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THURSDAY DECEMBER 14, 1911

Be not afraid of life. Believe that life is worth living, and your belief will help create the fact.—William James.

PEARL HARBOR OPENING.

Cutting the channel through the reef that has for so many years closed Pearl Harbor to navigation, is a task so quietly and withal so speedily done, that half the people of Honolulu have come to think of the great work in that section of the island as a part of the day's routine.

It takes the snapping of the ribbon, the passing of the first warship, the salute of welcome and a little "hurrah boys" to stir popular enthusiasm and arouse people to a realization that the passing of the armored cruiser California into the harbor today signals a glorious victory in a struggle that has lasted for more than fifty years.

The first Americans who came to this part of the world picked Pearl Harbor for the part in history it is now beginning to play. Statesmen and citizen have fought hard and in face of the most discouraging odds of public indifference, to bring about what we are now so fortunate to celebrate.

What effect this new harbor will have on the future events of the world no one can exactly forecast. But we do know that this harbor will be a pivotal point about which great incidents of the world's history will revolve.

Pearl Harbor will be the assembling place for great fleets of warships. Let us hope that never during the present century will these fleets be called upon to go forth to battle, but whether they do or not, may they at all times be the barrier of protection for an ever-increasing American influence and an ever-expanding American commerce carried in American merchant ships.

Pearl Harbor means much to the little town of Honolulu and the little Territory of Hawaii, but our interest is infinitesimal compared to what Pearl Harbor means to our nation and to the whole world.

BUSINESS MEN AND POLITICS.

President Spaulding's remarks before the trustees of the Chamber of Commerce should be the signal for a new era in the political activities and public life of this city.

The holidays will soon be passed, the Governorship will soon be settled and the new year will be upon us with the political campaign to follow in a comparatively few months. But we must not wait till the heat of the campaign to begin work.

It is every man's duty to take a personal and active part in public affairs, but we know of no period in the history of the city of Honolulu when the call for performance was more insistent and pressing than right now and during the coming four months.

No city of the Pacific has more to do in such a short time, in merely preparing to keep pace with the progress of events. Honolulu needs the help and advice of successful business men in promoting efficiency in municipal management. They have stood off at a distance long enough. They have looked on, perhaps given the hasty suggestions of the busy man, and no doubt criticised liberally. The result has not been satisfactory to them or anyone else.

The time has arrived to get into the game of public business and politics themselves, to take a personal interest and if called upon to accept candidacy for office, respond willingly.

The Bulletin believes it mandatory for the Chamber of Commerce legislative committee to make a canvass among its members for men available as candidates on the municipal and legislative tickets in the coming campaign. Most certainly men receiving the endorsement of the principal business organization would have a powerful following in the conventions and at the polls. They would unquestionably be elected, and then Honolulu's government should

more nearly approach the efficiency in government of which it is so much in need.

Come into the open of public life, gentlemen. Don't sit back and try to "name" your representative who can be "depended upon" to do as he is told. Don't sidestep the responsibility that presents itself to you.

Dr. Scudder has learned that the Citizens' Sanitation Committee, acting with the Federal and Territorial health authorities, is doing a great work and has made less mistakes than he thought. This is what everyone finds when they take the trouble to get down to the facts. The continued criticism is neither just nor in any sense patriotic. It hurts the town and delays its progress. Dr. Scudder will no doubt have the good judgment to now join with the workers and help Honolulu along in its splendid campaign for a clean city. This is what should be done by all citizens who believe in Honolulu and are willing to cooperate in making it the model town of the Pacific.

If Governor Frear finds that he can make water power now running to waste, useful in promoting the progress of the town of Hilo, he should by all means grant the license asked by the electric railway people, taking care of course that the interests of the people are fully safeguarded. Don't give something for nothing just because it is the Government. On the other hand don't delay development by standing in the way of legitimate private enterprise.

History records that a naval officer sent the report to Washington opposing the award of the Pearl Harbor dredging contract to the Dillingham interests because the work would be delayed on account of the conflict with island railway interests. This officer should be presented with a photograph of the U. S. S. California at anchor in Pearl Harbor a comparatively few months after the contract was let.

FLAGSHIP BREAKS RIBBON

(Continued from Page 1)

The navigation of the passage was a remarkably skillful piece of work. On the bridge as the California entered the harbor were Admiral Thomas, Admiral Cowles and Admiral Southernland, commander of the second division, Capt. John M. Elliott of the Maryland, General M. M. Macomb, commanding the Department of Hawaii, Lieut. Gayler, engineer officer of the naval station, who prepared the charts of the channel and assisted in the navigation, and Lieut. Commander McDowell, navigator of the California, and a representative of the Bulletin.

Although the channel navigation was not easy, and some sharp turns had to be made, Capt. Harlow of the California was coolness personified. He and the navigators never faltered nor made a wrong move, and the turns were negotiated without danger of any kind.

The ribbon across the entrance was stretched from the dredge Gaylord to a barge, and the snapping of the ribbon was the signal for a great scramble by those aboard the dredge and barge for souvenirs of the ribbon. Moving pictures were taken of the event by Photographer Bonine from the dredge.

Anchor was dropped, the ship dressed, and the guests and officers went ashore and later attended the banquet given in their honor by John F. Colburn, representing Delegate Kuhl.

Chief Justice Robertson was the toastmaster and the toasts were as follows: The Hawaiian band furnishing the music.

"The President".....Admiral Thomas
"The Star Spangled Banner"
"Hawaii".....Governor Frear
"Aloha Oe".....Governor Frear
"Her Majesty Queen Liliuokalani" No

response.

"Delegate Kalaniana'ole" J. F. Colburn
"The Navy and Army".....
"Admiral Cowles and Gen. Macomb"
"The New Naval Station".....
"Walter F. Dillingham"
Among the guests on the Colorado were:
"Queen Liliuokalani, Governor and Mrs. Frear, Judge and Mrs. Dole, Judge and Mrs. Clemons, Chief Justice and Mrs. Robertson, Mayor Fern, Mr. and Mrs. S. M. Damon, President Spaulding of the Chamber of Commerce and Mrs. Spaulding, Colonel and Mrs. C. P. Lauka, Mr. and Mrs. A. Lewis, Jr., Mr. and Mrs. B. F. Dillingham, Mr. and Mrs. W. F. Dillingham, Mr. and Mrs. H. G. Dillingham, Hon. A. L. C. Atkinson, Mr. and Mrs. E. D. Tenney, Mr. and Mrs. F. A. Schaefer, Consul General Uyeno of Japan, Mr. and Mrs. J. P. Cooke, W. P. Hottel, Mr. and Mrs. E. F. Bishop, Mr. and Mrs. W. R. Farrington, Mr. and Mrs. von Holt, Mr. and Mrs. A. S. Thompson, Mr. and Mrs. R. W. Shingle, Mr. and Mrs. W. R. Castle, Cecil Brown, Mr. and Mrs. Robert Lewers, The Bishop of Zoukua, Mr. and Mrs. A. F. Griffin, Mr. and Mrs. J. A. Kennedy, M. P. Robinson, Dr. and Mrs. Barry, W. O. Smith, Mr. and Mrs. L. A. Thurston, Mr. and Mrs. Macfarlane, Mr. and Mrs. E. J. Leary, Rev. Henry Parker, Miss Stephens, Senator and Mrs. C. M. Chillingworth, Mr. and Mrs. J. M. Dowsett, Mr. and Mrs. R. W. Brockton, Dr. and Mrs. C. B. Cooper, Francis Gay, Mr. and Mrs. F. M. Swamy, Mrs. C. W. Ashford.

WHISTLE SIGNALS HARBOR OPENING

Honolulu celebrated the day of Pearl Harbor's opening principally by going down to the harbor and seeing the stately naval pageant presented there.

Business went on much as usual, but the streets were noticeably dull for a busy holiday season, and the exodus of merry-makers was larger than expected.

The inter-island steamers Claudine and Helene got away for the harbor shortly before 10 o'clock, leaving from inter-island wharves loaded with members and guests of the Chamber of Commerce and their wives.

The band accompanied this excursion, and the steamers, gaily decorated with flags, made a fine sight as they pulled out after the big gray flagship.

Many smaller craft accompanied the flagship to the harbor.

The Hawaiian Electric Company's whistle gave the signal at 11:27:43 that the flagship had entered the harbor, and immediately there was a bedlam of whistles and flags were raised all over the city.

About two hundred excursionists boarded the special train of the Oahu Railway & Land Company this morning and went down to Pearl Harbor to witness the triumphant entrance of the cruiser California.

There were no musicians to accompany the fleet.

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company the large crowd, but there were enough merry-makers in the company to keep up the interest. Some of those who intended to go down this morning failed to reach the railroad depot on account of the heavy rain. As the train, bearing the excursionists pulled out from the depot, some of the women sang Hawaiian songs.

HISTORY OF PEARL HARBOR

Here are a few historical facts to show how conclusively and for how long a time the strategic value of Pearl Harbor and the Hawaiian Islands has been officially recognized by the government of the United States. The 10 square miles of landlocked Beginning in 1842, President Tyler waters in Pearl Harbor could easily have notice to European nations that accommodate the combined fleets of the United States would never con-

sent to their occupying the Hawaiian Islands.

In 1851, when the French were threatening to occupy Hawaii, Daniel Webster, then secretary of state, wrote: "I hope the French will not take possession of Hawaii, but if they do, they will be dislodged, if my advice is taken, if the whole power of the government is required to do it."

William L. Marcy, then secretary of state, reiterated the declaration that Hawaii would not be permitted to fall into the hands of any European nation. Up to that time there was no renunciation of Hawaiian occupation by any nation other than European.

A third of a century ago, when King Kalakaua was the reigning monarch of the Hawaiian kingdom, the United States, by reciprocity treaty, obtained rights over the waters of Pearl Harbor.

This was the first step toward carrying out the policy announced by President Tyler 25 years previously. Coming down to the days of Blaine and McKinley we find those states-

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men repeating the declarations of their predecessors.

By the time that President McKinley reached the White House, it had become apparent that the danger of the occupation of Hawaii by a foreign power had been shifted from European nations to those of the Orient.

Finally, thirteen years ago, when the unexpected events of the Spanish war thrust a new situation on the nation, it became apparent that it was necessary for the United States to acquire the sovereignty of the Hawaiian Islands, both for the protection of the Pacific coast, and in order to maintain a naval base in the Far East.

But although the government annexed the Hawaiian Islands for the particular value of their strategic location, they permitted almost ten years to pass without turning a sod or laying one foundation stone toward the actual construction of the naval station at Pearl Harbor.

A magnificent site of more than 600 acres is now being turned into one of the finest naval stations and reservations flying the Stars and Stripes.

but until the present straightening and deepening of the channel was done, not a single deep-draught battleship could have entered.

The importance of Pearl Harbor as a naval and military base has been repeatedly urged by men well versed in military and naval science, but the government for ten years neglected the safeguard of preparing a naval base in the mid-Pacific.

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"I have one client."
"Is he rich?"
"He was."

She—A woman, you know, is as young as she looks.
He—Yes, but unfortunately she isn't always as young as she thinks she looks.

"Don't nag your husband if he drinks," counsels a woman reformer. It's a good rule not to nag him even if he doesn't drink. Sobriety should not be penalized.

"Those Kentucky feuds are terrible."
"I don't know that I ever went against any Kentucky foods, but I know the Kentucky drinks can do a lot of things to a man."

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